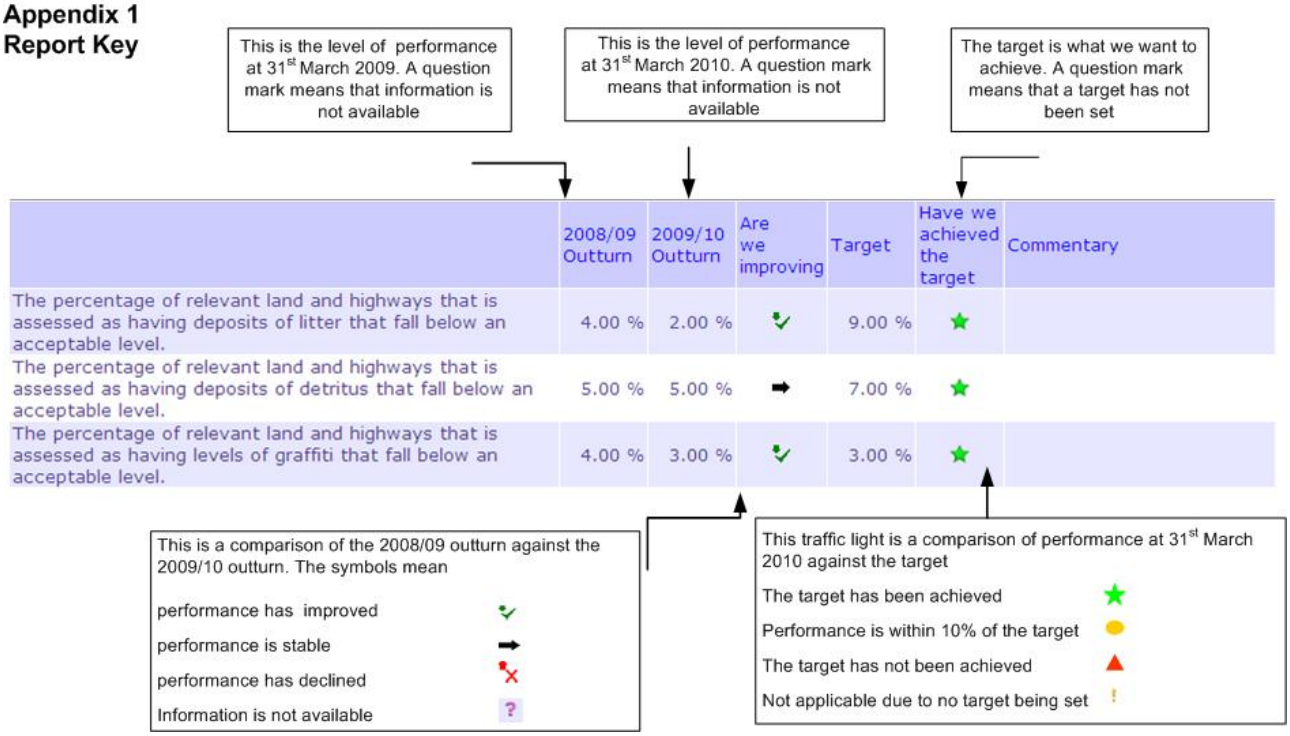
Appendix 1
Report Key



	2008/09 Outturn	2009/10 Outturn	Are we improving	Target	Have we achieved the target	Commentary
The percentage of relevant land and highways that is assessed as having deposits of litter that fall below an acceptable level.	4.00 %	2.00 %	✓	9.00 %	★	
The percentage of relevant land and highways that is assessed as having deposits of detritus that fall below an acceptable level.	5.00 %	5.00 %	→	7.00 %	★	
The percentage of relevant land and highways that is assessed as having levels of graffiti that fall below an acceptable level.	4.00 %	3.00 %	✓	3.00 %	★	

This is a comparison of the 2008/09 outturn against the 2009/10 outturn. The symbols mean

- performance has improved ✓
- performance is stable →
- performance has declined ✗
- Information is not available ?

This traffic light is a comparison of performance at 31st March 2010 against the target

- The target has been achieved ★
- Performance is within 10% of the target ●
- The target has not been achieved ▲
- Not applicable due to no target being set !

Recycling & Street Cleanliness

	2008/09 Outturn	2009/10 Outturn	Are we improving	Target	Have we achieved the target	Commentary
The percentage of relevant land and highways that is assessed as having deposits of litter that fall below an acceptable level.	4.00 %	2.00 %	✓	9.00 %	★	
The percentage of relevant land and highways that is assessed as having deposits of detritus that fall below an acceptable level.	5.00 %	5.00 %	➡	7.00 %	★	
The percentage of relevant land and highways that is assessed as having levels of graffiti that fall below an acceptable level.	4.00 %	3.00 %	✓	3.00 %	★	
The percentage of relevant land and highways that is assessed as having levels of fly-posting that fall below an acceptable level.	0.00 %	0.00 %	➡	1.00 %	★	
The grade that measures the year on year change in total number of incidents of fly tipping compared with the yaer on year change in total number of enforcement action (reducing fly tipping incidents and increasing enforcement activity is better performance) Grade 1 is very effective and grade 4 is poor.	2.00	1.00	✓	2.00	★	
The number of kilograms of household waste collected that is not sent for reuse, recycling or is not composted or anaerobic digestion per household.	818.89	782.53	✓	800.00	★	
The percentage of Municipal waste landfilled.	73.85 %	71.62 %	✓	70.00 %	●	
The percentage of household waste arisings which have been sent by the Authority for reuse, recycling, composting or treatment by anaerobic digestion.	25.59 %	27.23 %	✓	30.00 %	▲	• Implemented on-street recycling schemes and planned improvements to "bring sites". Additional facilities provided at existing sites to accommodate a wider range of recyclable materials. Explored possibility of securing the recovery of material from the residual waste stream to assist achievement of LATS and recycling targets in 2009/2010. Blue bin scheme delivery of vehicles to service the new recycling scheme and supply of the new recycling bins and caddies underway. Roll-out commenced March 2010. Strategic Waste Management arrangements (long term waste management solution) - competitive dialogue process has progressed as planned. Initially 8 bidders. Following detailed evaluation this has now been reduced to 2 bidders - to progress to call for final tenders stage.

Planning

	Outturn 2008/09	Outturn 2009/10	Are we improving	Target	Have we achieved the target	Commentary
The percentage of major planning applications dealt with in 13 weeks	95.00 %	93.02 %		80.00 %		• Once again we have seen fantastic performance from the Development Control team in relation to all planning applications, which despite the restrictions placed upon it has been achieved in the context of a reduced workforce and a mounting new additional workload arising out of application enquiries still produced performance figures that are the highest recorded within Tyne and Wear and place the authority within the top quartile (ie top 10 authorities in the country) when measured nationally.
The percentage of minor planning applications dealt with in 8 weeks	97.35 %	96.66 %		93.50 %		
The percentage of 'other' planning applications dealt with in 8 weeks	98.04 %	98.74 %		98.00 %		
The total number of net additional dwellings that are deliverable as a percentage of the planned housing provision (in net additional dwellings).	145.0...	120.1...		100.0...		
The percentage of developed land that is vacant or derelict for more than 5 years.	1.06 %	1.09 %		0.98 %		• The year on year increase in total hectares of vacant land is very minimal and can be attributed to the current economic downturn which has influenced a reduction in building activity.

Transport & Road Safety

	2008/09 Outturn	2009/10 Outturn	Are we improving	Target	Have we achieved the target?	Commentary
The number of people slightly injured in road traffic collisions.	909.00	887.00	✓	910.00	★	
Congestion - Average journey time per mile (in minutes) during morning peak times.	3.11	3.03	✓	3.12	★	
The percentage of the local authority's B-road and C-road network where maintenance should be considered.	2.00 %	2.00 %	➡	2.00 %	★	
The total number of local bus passenger journeys originating in the authority area.	32,98...	180,7...	✓	33,30...	★	
Bus punctuality -Excess waiting time of frequent services (6 or more buses per hour) in number of minutes.	0.65	0.48	✓	0.65	★	• We now do the monitoring on a continuous basis so the results reflect seasonality and the effects of adverse weather conditions, whereas it used to be done in blocks that probably did not reflect seasonality so directly. So we are not exactly comparing like with like - what we do now would seem to better reflect customers' actual day to day experience. Congestion reduces slightly, and therefore traffic speeds have increased. If the buses are keeping up with the traffic flow they may have a tendency to run early: this may also be to get ahead of time in the less congested areas in order to be able to better meet the schedule in congested hot spots e.g. town/city centres.
The average number of days taken to repair a street lighting fault, which is under the control of the local authority.	6.23	4.86	✓	7.00	★	
The average number of days taken to repair a street lighting fault, where response time is under the control of a DNO.	23.39	27.44	✗	35.00	★	• In the year ended March 10 the number of faults remained at similar levels to the previous year. This figure should remain fairly consistent now as the the Street Lighting Core Investment Programme is now complete. NEDL response time increased slightly due to their need to attend to urgent faults caused by severe winter conditions earlier this year, including the flooding situation in Cumbria. Unfortunately the Council has no power over NEDL to improve on response times and street lighting is currently low on their list of priorities, with main priority given to residential supplies. The Council and Aurora regularly discuss the problems with NEDL and Aurora will, where possible, supply lights with a temporary overhead connection. The situation should improve in 2011 when a new national target of 20 days for all DNO's is planned to come into force.
The number of people killed or seriously injured (KSI) in road traffic collisions.	93.00	100.00	✗	93.00	▲	• Accident statistics are assessed over a 3 year period with wide variations from year to year. The Government (DfT) has set a target of a 40% reduction of KSI's from the 1994-98 average which is 40% of 163 = 98 by the end of Dec 2010. The council are on target to achieve this reduction. In 2008 there were an exceptionally low number of KSI's (93) for reasons that are not easily indentified. In 2009 there has been 100 KSI's, whilst this is an increase of 7 it continues the downward trend of KSI's in Sunderland (compared to the 1994-98 average). The council continues to work hard to reduce KSI's through education, promotion, training and the implementation of traffic engineering measures where appropriate. A prioritisation mechanism has been developed which gives prioirty to sites with a significant accident history and has been used to assist in formulating a programme of future works.

	2008/09 Outturn	2009/10 Outturn	Are we improving	Target	Have we achieved the target?	Commentary
The number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions.	13.00	23.00		13.00		• Accident statistics are assessed over a 3 year period with wide variations from year to year. The Government (DfT) has set a target of a 50% reduction of child KSI's from the 1994-98 average which is 50% of 46 = 23 by the end of Dec 2010. The council is on target to achieve this reduction. In 2008 there were an exceptionally low number of Child KSI's (13) for reasons not easily identified. In 2009 there has been 23 child KSI's, whilst this is an increase of 13 it continues the downward trend of child KSI's in Sunderland (compared to the 1994-98 average) and actually achieves the 2010 target. The council continues to work hard to reduce child KSI's through education, promotion, training and the implementation of traffic engineering measures where appropriate. A prioritisation mechanism has been developed which gives priority to sites with a significant accident history and has been used to assist in formulating a programme of future works.
The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. (Figures are based on a 3 year rolling average).	-0.90 %	2.80 %		4.70 %		• NI 47 is expressed through a calculation of the current 3 year rolling average of KSI's and the previous 3 year rolling average of KSI's. This is; 2009=100, 2008=93, 2007=120 / 3 = 104.3 (the Numerator) 2008=93 2007=120 2006=109 / 3 = 107.3 (the Denominator). The calculation is Denominator - Numerator / Denominator x 100 = Out turn or 107.3 - 104.3 / 107.3 x 100 which equates to a 2.8% reduction. Whilst 2009 shows an increased number of people KSI, it continues the downward trend of KSI's in Sunderland (compared to the 1994-98 average). The Council continues to work hard to reduce KSI's through education, promotion and the implementation of traffic engineering measures where appropriate. A prioritisation mechanism has been developed which gives priority to sites with a significant accident history and has been used to assist in formulating a programme of future works.
The percentage change in number of children killed or seriously injured during the calendar year compared to the previous year. (Figures are based on a 3 year rolling average).	12.00 %	1.50 %		13.60 %		• NI 48 is expressed through a calculation of the current 3 year rolling average of KSI's and the previous 3 year rolling average of KSI's. This is; 2009=23, 2008=13, 2007=29 / 3 = 21.6 (the Numerator) and 2008=13 2007=29 2006=24 / 3 = 22 (the Denominator). The calculation is Denominator - Numerator / Denominator x 100 = Out turn or 22 - 21.67 divided by 22 which equates to a 1.5% reduction. In 2009 there has been 23 KSI's, whilst this is an increase it continues the downward trend of KSI's in Sunderland (compared to the 1994-98 average). The Council continues to work hard to reduce KSI's through education, promotion and the implementation of traffic engineering measures where appropriate. A prioritisation mechanism has been developed which gives priority to sites with a significant accident history and has been used to assist in formulating a programme of future works.
The percentage of the local authority's A-road and M-road network where maintenance should be considered.	1.00 %	2.00 %		1.00 %		• The increase is acceptable considering very low percentage values involved and that the figure is rounded to a whole number. The Principal Road Network is surveyed in opposite directions each year which could reflect changes in performance and also random external influences such as public utility street works and the weather also affect this measure. The percentage of unclassified road network where maintenance should be considered was reduced to 5% in 2009/10 from 6% the previous year and the Category 1, 1a and 2 Footway percentage figure decreased from 21% in 2008/2009 to 17% in 2009/2010.
Bus punctuality - the percentage of non-frequent buses (fewer than 6 buses per hour) on time according to scheduled buss departure times	84.00 %	74.70 %		84.00 %		• We now do the monitoring on a continuous basis so the results reflect seasonality and the effects of adverse weather conditions, whereas it used to be done in blocks that probably did not reflect seasonality so directly. So we are not exactly comparing like with like - what we do now would seem to better reflect customers' actual day to day experience. Congestion reduces slightly, and therefore traffic speeds have increased. If the buses are keeping up with the traffic flow they may have a tendency to run early: this may also be to get ahead of time in the less congested areas in order to be able to better meet the schedule in congested hot spots e.g. town/city centres.

Accessibility

	2008/09 Outturn	2009/10 Outturn	Are we improving	Target	Have we achieved the target?	Commentary
The percentage of households within 20 minutes of closest secondary school (travelling by public transport, walking and cycling)	100.0...	100.0...	✓	100.0...	★	
The percentage of households within 20 minutes of closest primary school	100.0...	100.0...	✓	100.0...	★	
The percentage of households within 30 minutes of closest A&E hospital	88.50 %	87.10 %	✗	88.20 %	●	• This is a slow moving indicator measuring services within for example 20 or 40 minutes of population. It is a useful context indicator in terms of measuring sustainable transport development but probably sits better as a key target outcome in the Sunderland strategy document. Little influence can be made over the three years of the LAA.
The percentage of households within 20 minutes of closest GP surgery	99.70 %	99.70 %	➡	99.80 %	●	
The percentage of households within 40 minutes of specific employment sites - Doxford	86.60 %	87.80 %	✓	86.90 %	★	
The percentage of households within 40 minutes of specific employment sites - Nissan	78.30 %	79.20 %	✓	70.80 %	★	
The percentage of households within 40 minutes of specific employment sites - Pattinson	74.30 %	77.20 %	✓	83.70 %	▲	
The percentage of households within 40 minutes of specific employment sites - City Centre	85.80 %	84.50 %	✗	89.70 %	▲	
The percentage of people of working age living within the catchment area of a location with more than 500 jobs either travelling by public transport and/or walking.	84.03 %	83.79 %	✗	84.00 %	●	• Performance has declined from 84.03% in March 2009 to 83.79% in 2010, which equates to a reduction of approximately 502 people of working age. The change could be caused by a change in the number of jobs at a particular location, by a change in the number of people living in a particular location, by a change in demographic profile or (and most likely) by a change to the routing or frequency of public transport services. Further work would need to be conducted to confirm exact reasons.
The percentage of children travelling to school by car (including vans and taxis)	22.79 %	31.20 %	✗	18.10 %	▲	
The percentage of children travelling to school by car share	8.20 %	8.20 %	➡	9.13 %	▲	
The percentage of children travelling to school by public transport	14.13 %	3.30 %	✗	14.71 %	▲	
The percentage of children travelling to school by walking	53.07 %	57.00 %	✓	55.55 %	★	
The percentage of children travelling to school by cycling	0.50 %	0.10 %	✗	1.19 %	▲	
The percentage of children travelling to school by 'other' modes of travel	1.31 %	0.10 %	✗	1.31 %	▲	